

REF ID: A626 USE PREVIOUS EDITIONS

TE 0020Z 17 DEC 1964

25X1A

TO : DIRECTOR

FROM :

XFROM:

TO :
25X1A
25X1A

TOR: 0152Z 17 DEC 1964

CLASSIFIED MESSAGE

SECRET

ROUTING

1	9
2	10
3	11
4	12
5	13
6	14
7	15
8	16

ROUTING INT
1
2
3
4
5
6
7
8
9
10

PRIORITY

IN 63094

PRIORITY [REDACTED] INFO [REDACTED]
OXCART [REDACTED] FLTEST OPS

CITE [REDACTED]

25X1A

25X1A 1. ARTICLE 131 MADE FLIGHT 31 ON 16 DEC 64, [REDACTED]

DOS TSD
m. P. 25X1A

TAKE OFF AT 1007 FOR 1 HOUR AND 1 MINUTE. MISSION SYSTEM G TEST. GROSS WEIGHT 110,000 POUNDS, C.G. 20.9, TAKEOFF DISTANCE 6700 FEET, TAKEOFF SPEED 224 KNOTS, TEMPERATURE 24 DEGREES, WIND CALM. MAXIMUM SPEED 3.04 MACH, MAXIMUM ALTITUDE 82,000 FEET. TIME OVER 2.0 MACH 45 MINUTES, TIME OVER 2.6 MACH 15 MINUTES, TIME OVER 3.0 MACH 10 MINUTES.

2. ENGINE START NORMAL. DURING RUNUPS LEFT ENGINE NOZZLE FLUCTUATED 3 TIMES, STABILIZED AT 728 DEGREES. FUEL FLUCTUATED 200 POUNDS, 3 SECOND PERIOD. RIGHT ENGINE TRIMMED DOWN TO 720 DEGREES. MAP-1 COMPASS OFF 8 - 10 DEGREES. AFTER TAKEOFF CLIMB UNDER TUNNEL RIGHT BURNER SLOW TO LIGHT. VOR/COMPASS MISMATCH CAUSED NAV PROBLEM. MIKE BUTTON ON HANDGRIP WAS STICKING. TRIMMED BOTH EGTS UP AND DOWN DURING ACCELERATION. DURING ACCELERATION 1000 POUND SURGE L HYDRO NOMINAL 200 POUND FLUCTUATION. TURBULENCE 55,000 FEET. ACCELERATION THROUGH TURN AT 3.0 MACH

USAF review(s)
completed.

S E C R E T

Approved For Release 2004/05/13 : CIA-RDP89B00980R000300060044-8

GROUP 1
EXCLUDED FROM AUTOMATIC
DECLASSIFICATION

25X1A

S E C R E T

(IN 63094)

PAGE 2

25X1
 L AND R CIP'S 8.5. OVER [REDACTED] AT 5.0 MACH R CIP BLEW FROM 8.5 TO 4.5. HOLDING L RUDDER PILOT SUSPECTED AB BLOWOUT, REDUCED TO MILITARY RE-LITE AB, R CIP REMAINED 4.5, R FUEL FLOW 5000 POUNDS LESS THAN L. DESCENDED TO 77,000 FEET, WENT TO COOL ON G SYSTEM. OPENED BY-PASS DOORS THEN STARTED CLOSING WITH NO EFFECT ON CIP MISMATCH. OPERATED RIGHT SPIKE SWITCH CAUSING ENGINE ROUGHNESS. WENT SPIKE AUTO DESCENDING. AT 2.1 MACH WENT TO MILITARY, TURNED ON R.F. NO HYDRO FLUCTUATIONS. AT 1.9 MACH WENT BURNER ON BOTH ENGINES CIPS BOTH AT S. ACCELERATING R CIP STAYED LOW. R FUEL FLOW 5000 POUNDS LOWER THAN L. CAME OUT OF BURNER. HEAVY JOLT FELT IN AIRFRAME. [REDACTED]

25X1A

3. LANDING NORMAL, CHUTE NORMAL. POST FLIGHT INDICATED POSSIBLE MALFUNCTION BY-PASS DOOR CIRCUIT.

END OF MSG